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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

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Date of this Notice: September 2, 1983

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister St. - 5th Floor, San Francisco CA 94102
Agency Contact Person: CAROL ROOS Tel: (415) 558-5260

Project Title: 83.222 EC: Embarcadero Center West
Final Initial Study
Project Sponsor: One,Two,Three Embarcadero Center West
Project Contact Person: SUSAN TAYMOR-LURIA

Project Address: West side of Battery Street between Clay & Halleck extending to Sansome Street
Assessor's Block(s) and Lot(s): A/B 229, Lots 3 & 20; A/B 238, Lots 1 & 7
City and County: San Francisco

Project Description: Mixed-use development totalling about 1,418,000 gsf; 827,800 gsf Office; 52,400 gsf Retail: 261,900 gsf Hotel; 37,500 gsf Open Space; 165,000 gsf Parking and eight loading spaces. Retention of Federal Reserve Bank & 435 Sacramento (23,100 gsf Office space) & demolition of 241 Battery Street requiring Conditional Use, encroachment and building permits.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Initial Evaluation (initial study) for the project, which is on file at the Department of City Planning:

Please see attached Initial Study

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: September 12, 1983.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a $35.00 filing fee.

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m123

Alec Bash
Alec S. Bash, Environmental Review Officer

ERS 6/80

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BOOK

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FINAL INITIAL STUDY
EMBARCADERO CENTER WEST
83.222EC
September 2, 1983

D REF 711.5522 Em123

Embarcadero Center West
: final initial study /
1983.

I. PROJECT DESCRIPTION

The Embarcadero Center West project site is bounded by Battery, Sansome, Clay and Halleck Streets (see Figure 1, page 2). The site includes three parcels: Parcel 1 - Assessor's Block (AB) 229, Lot 20; Parcel 2 - AB 229, Lot 3; and Parcel 3 - AB 238, Lots 1 and 7. In addition, the project sponsor proposes to obtain from the City authorization for the closure and use of a portion of the right-of-way of Commercial Street between Sansome and Battery Streets, and to obtain authorization to construct pedestrian bridges over Battery and Sacramento Streets and parking and loading tunnels under Commercial and Sacramento Streets. The size of the site, including the portion of Commercial Street proposed to be used, is approximately 75,900 square feet. The project site is in the C-3-0 (Downtown Office) district, the City's central business district.

Parcel 1 currently contains a 75-space surface parking lot, and Parcel 2 contains the vacant Federal Reserve Bank building (400 Sansome Street). Parcel 3 contains two buildings: a vacant office/warehouse structure (241 Battery) and an occupied mixed-use building (435 Sacramento) with two levels of office space and four levels (150 spaces) of parking (two below-grade). The proposed project would include adaptive reuse of the Federal Reserve Bank building and removal of the parking lot and the 241 Battery building: the building at 435 Sacramento would remain. The Federal Reserve Bank building and 241 Battery building are included in a list of architecturally and/or historically significant buildings adopted by City Planning Commission Resolution No. 8600 The Federal Reserve Bank building is a City landmark eligible for listing on the National Register of Historic Places; 241 Battery was determined ineligible for listing.

The project sponsor -- One, Two, Three Embarcadero Center West -- proposes a mixed-use office, hotel and retail development which would link the existing Federal Reserve Bank building with two new structures to the north and south of the existing bank building via proposed pedestrian bridges and walkways (see Figures 2 through 4, pages 3 through 5).

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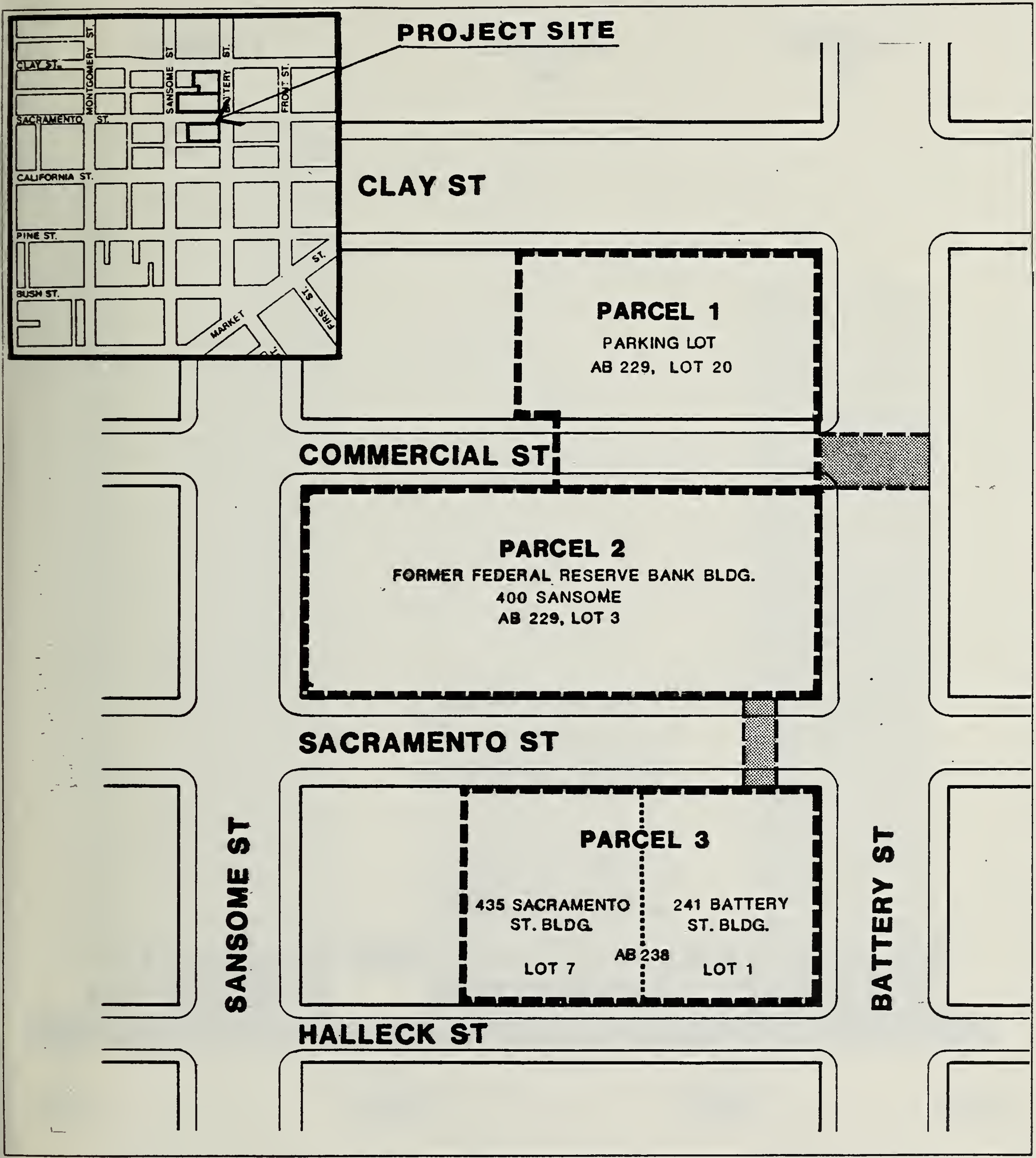


▬ ▬ PROJECT SITE BOUNDARY

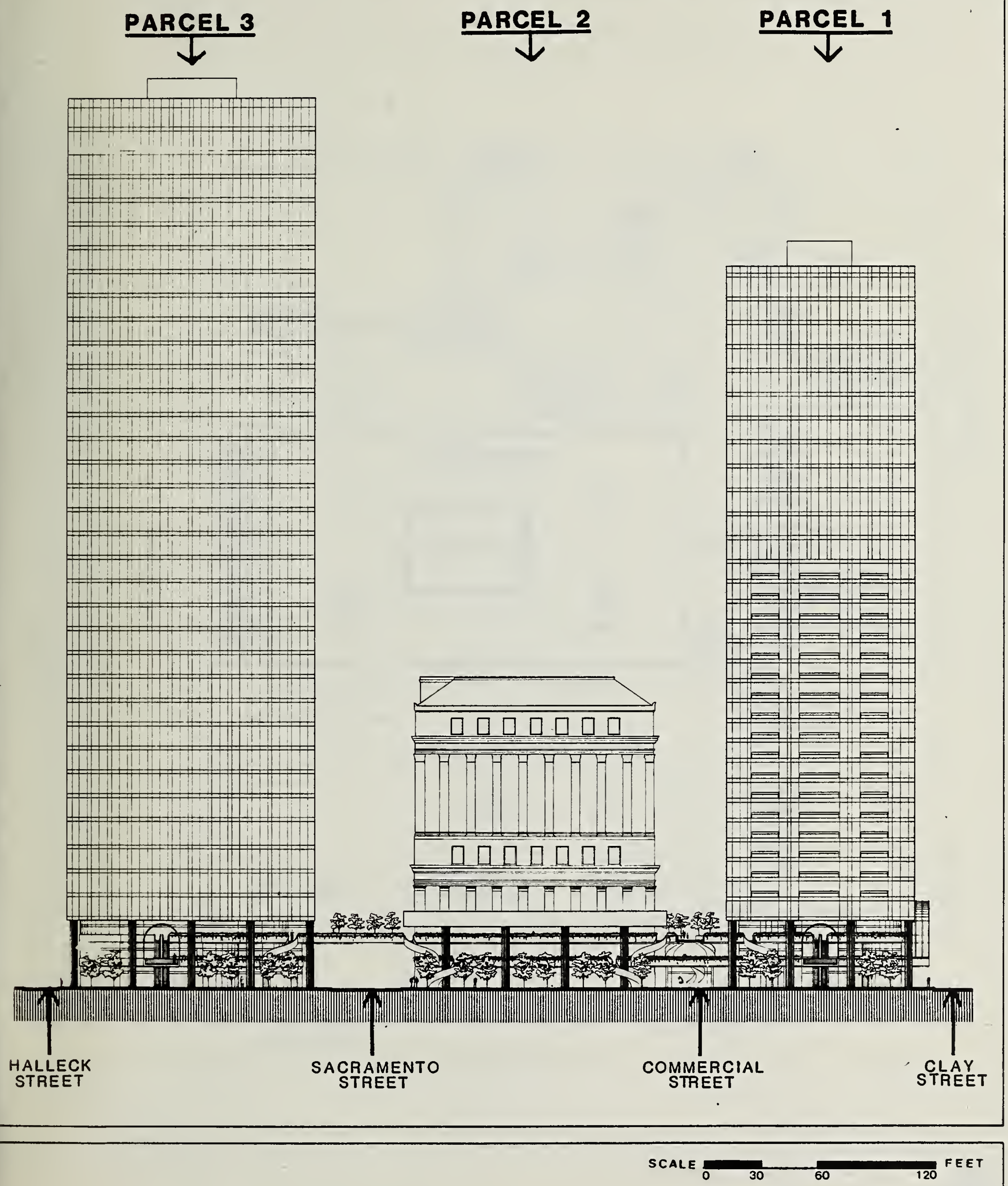
▨ PROPOSED PEDESTRIAN BRIDGES OVER CITY PROPERTY

SCALE 0 20 40 80 FEET

SOURCE: EIP

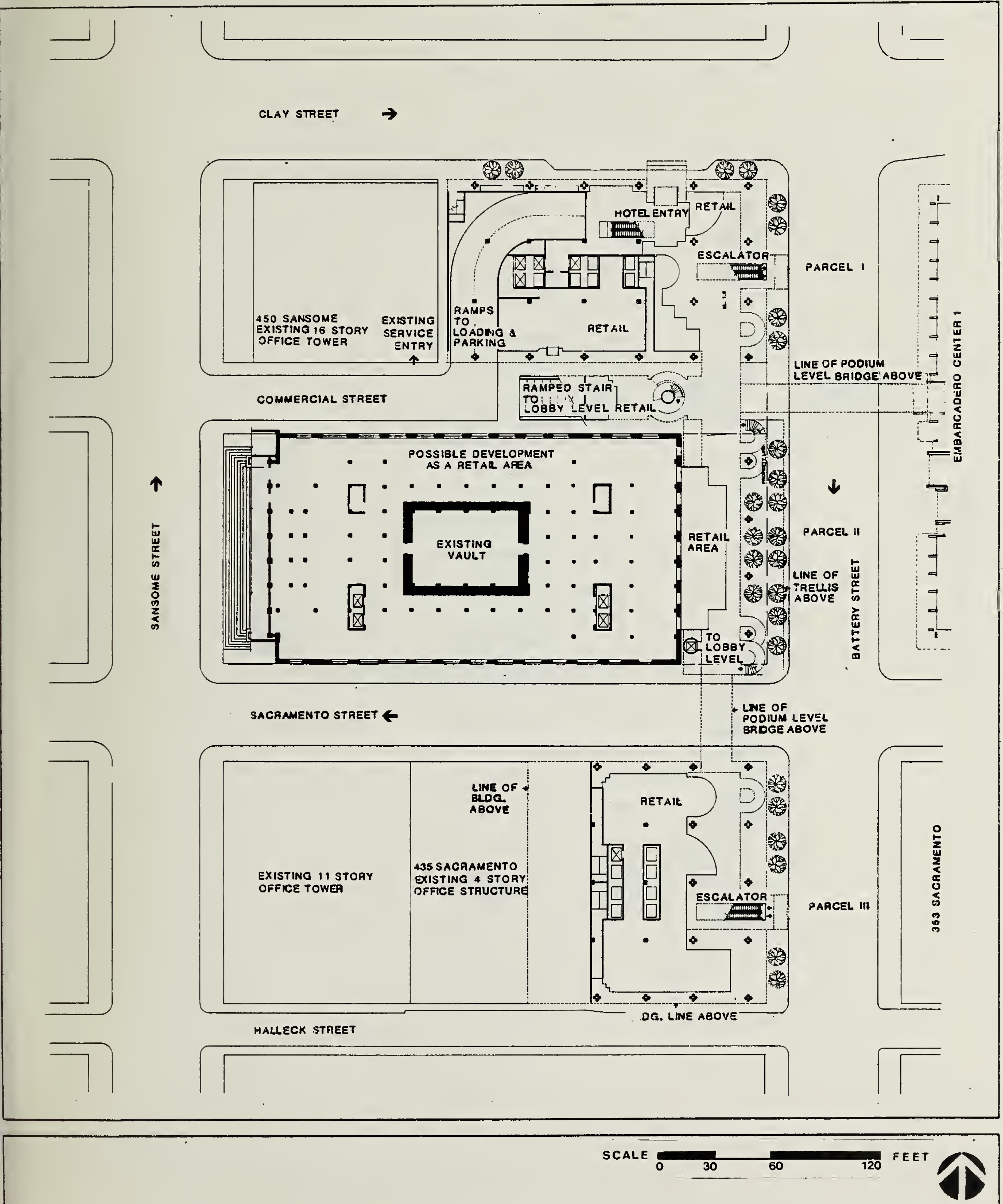
SITE LOCATION MAP

1



SOURCE: JOHN PORTMAN AND ASSOCIATES

BATTERY STREET ELEVATION **2**



SOURCE: JOHN PORTMAN AND ASSOCIATES

STREET LEVEL PLAN

3

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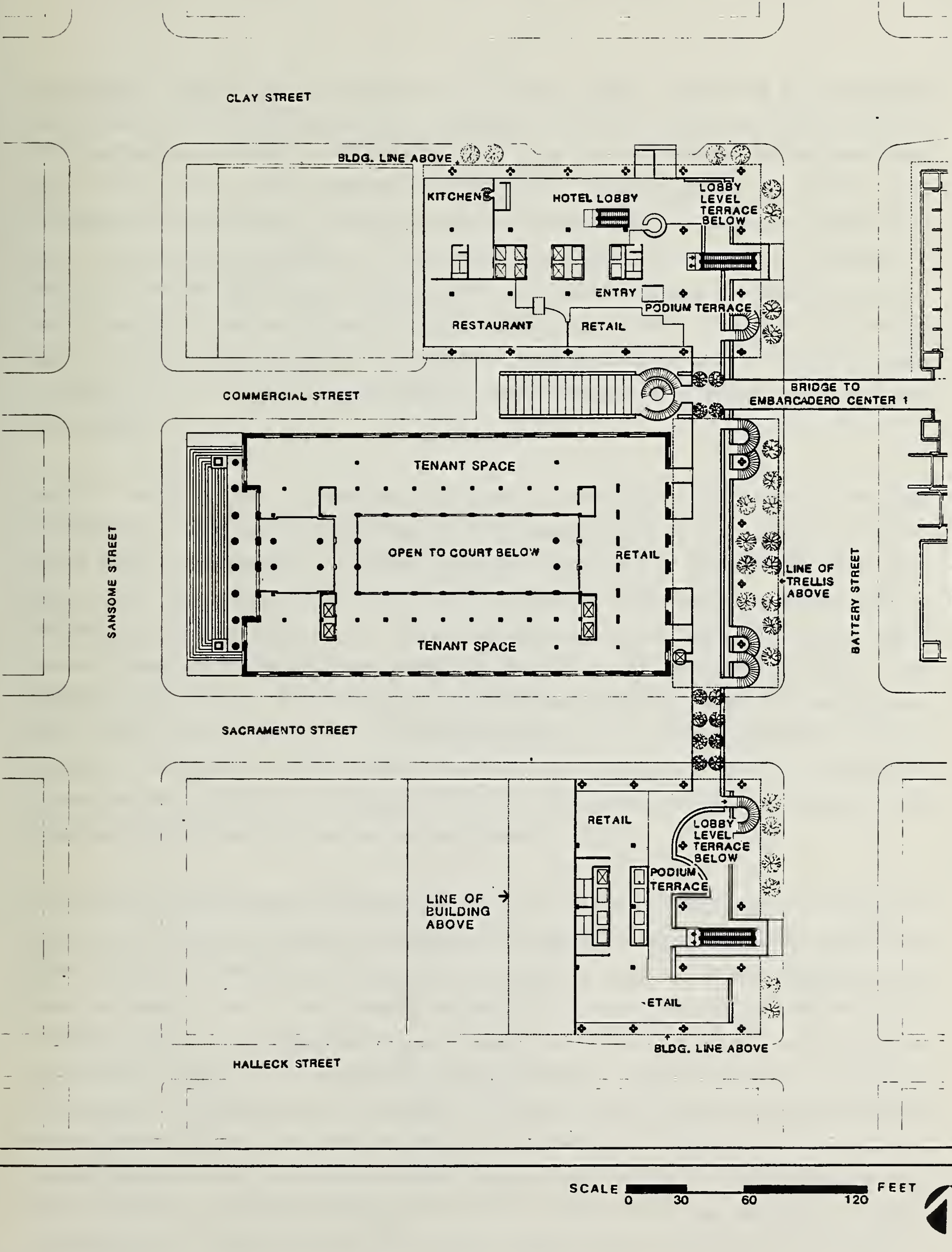

SOURCE: JOHN PORTMAN AND ASSOCIATES

PODIUM LEVEL FLOOR PLAN **4**

Embarcadero Center West would also link with the podium retail level of the existing Embarcadero Center One building by a proposed pedestrian bridge over Battery Street. The total project, including office, hotel, retail, mechanical, service, parking space and public open space, would comprise approximately 1,418,000 gross square feet (not including 435 Sacramento). Of the gross square footage, about 827,800 gross square feet (gsf) of office space, 52,400 gsf of retail space, 261,900 gsf of hotel space, 37,500 gsf of publicly accessible open space, 165,000 gsf of below-grade parking and loading facilities, and 73,400 gsf of mechanical/service space would be provided. A total of 205 parking spaces and eight loading spaces are proposed. The proposed development would include 221,800 gsf in the existing Federal Reserve Bank building and 1,196,200 gsf of net new construction.

Parcel 1 would contain a mixed-use structure of approximately 589,300 gsf including 261,900 gsf of hotel space, 187,700 gsf of office space, 9,800 gsf of retail space, 97,500 gsf of below-grade parking and loading space and 17,000 gsf of publicly accessible open space. City- and hotel-oriented retail space and publicly accessible open space would be provided on the first three levels. A hotel with approximately 400 rooms would occupy levels 4 through 21 of the structure; levels 22 through 32 would contain office space. The building would rise 361 feet (32 stories) above grade and would have five below-grade levels for off-street loading and 120 parking spaces. At the street level, the enclosed portion of the structure would cover approximately 6,600 square feet of the 20,246-square-foot site of Parcel 1 (including the portion of Commercial Street proposed to be closed and incorporated into the project as a pedestrian ramp.

The former Federal Reserve Bank building, Parcel 2, would be refurbished for office and retail uses. A three-level podium structure with retail and publicly accessible open space would replace a motor/security platform on Battery Street side of the building; there would be access to the Federal Reserve building from Battery, as well as Sansome Street. The lobby level of the existing building and possibly one or more additional levels would be converted to retail use; the remaining above-grade floors would continue to be used as office space. The building would maintain its existing height of approximately 143 feet (8 stories) above grade. The bank building and the enclosed portion of the three-level podium addition would cover approximately 26,800 square feet of the 32,886-square-foot site of Parcel 2. The bank building and addition would contain approximately 232,400 gross square feet including 33,300 gsf of basement/vault space, 26,800 gsf of retail space,

146,400 gsf of office space, a 17,200 gsf attic and 8,700 gsf of publicly accessible open space on the three-level podium structure.

Parcel 3 would contain a new mixed-use structure of approximately 594,000 gsf including 493,700 gsf of office space, 15,800 gsf of retail space, 67,500 gsf of parking and loading space and 9,500 gsf of publicly accessible open space. Retail and publicly accessible open space would be provided on the first three levels; office space would occupy the remaining above-grade levels. The building would rise 444 feet (37 stories) above grade and would have six basement levels containing off-street loading and 85 parking spaces. New construction would occur on the site of the 241 Battery building; the four-story structure located on AB 238, Lot 7 (435 Sacramento Street) and containing approximately 23,100 gsf of existing office space would remain. The newly constructed structure on Lot 1 of Parcel 3 would cover a portion of the 435 Sacramento Street building (Lot 7) beginning at the sixth level. The enclosed portion of the newly constructed structure and the 435 Sacramento Street building would cover approximately 17,700 square feet of the 22,750-square-foot site of Parcel 3.

Subject to City approval, the easterly portion of Commercial Street between Sansome and Battery Streets would be closed to vehicular traffic and replaced with a pedestrian ramp that would provide access to the lobby and podium levels of the proposed development. Pedestrians would be able to circulate among the project structures via the three levels of retail and open space located along Battery Street and connected by the ramp at Commercial Street and a proposed bridge over Sacramento Street. A pedestrian bridge would be constructed over Battery Street to link the proposed Embarcadero Center West with the existing Embarcadero Center development at the axis of the former Commercial Street. Both bridges would contain 2,300 gross square feet of publicly accessible open space.

Subject to City approval, parking and loading facilities would be located below grade for all three parcels with access to the facilities from Commercial Street. The proposed tunnel under Commercial and Sacramento Streets would provide vehicular circulation. This underground tunnel system for parking and loading with access through Parcel 1 is subject to special City approvals and financial and physical feasibility. In the event the approvals were not obtained, access to off-street loading and parking would be provided at grade on Parcels 1 and 3. Not including the 150 spaces located in the existing 435

Sacramento building, the proposed project would provide 205 parking spaces; 120 spaces at Parcel 1 and 85 spaces at Parcel 3. Eight off-street loading spaces would be provided: two spaces for Parcel 1 and the one space for Parcel 2 would be located on Parcel 1; five spaces for Parcel 3 would be located on Parcel 3.

The project sponsor proposes to begin rehabilitation of the Federal Reserve Bank building and new construction on Parcels 1 and 3 simultaneously in July 1984 and to complete construction in approximately three years. The estimated construction cost of the project would be $150 million. The project architect is John Portman and Associates with offices in San Francisco; Kaplan, McLaughlin and Diaz are co-architects for the rehabilitation of the Federal Reserve Bank building.

II. SUMMARY OF POTENTIAL EFFECTS

A. SIGNIFICANT EFFECTS

The Embarcadero Center West project is examined in this Initial Study to identify its potential effects on the environment. The proposed project may generate environmental impacts that could be considered significant and these will be analyzed in the Environmental Impact Report (EIR) for the project. Potential environmental effects from the project itself or cumulatively with other similar projects in the vicinity include effects on population, employment and housing demand; transportation, including circulation, transit and parking; construction noise; wind and shadow effects; land use; urban design; architectural resources; impacts associated with excavation at the project site; cumulative impacts on air quality; and energy.

B. INSIGNIFICANT EFFECTS

The proposed project either would not have significant environmental impacts on the areas indicated below or the potential impacts would be mitigated through measures incorporated into the project. These potential environmental issues require no further study and will not be addressed in the EIR. They include:

1. Obtrusive Light or Glare

The project would use lighting designed to avoid glare and would not use reflective glass; therefore, it would not generate obtrusive light or glare affecting other properties.

2. Relocation

Construction of the project would require demolition of 241 Battery Street, vacated by the Federal Reserve Bank when it moved to its new Market Street headquarters. Therefore, the project would not displace any tenants or employees.

3. Operational Noise

After completion, project operation would not perceptibly increase noise levels in the project vicinity.

4. Project-Related Air Quality Impacts and Impacts From Odors/Burning of Materials

Construction and operation of the proposed project would not violate any ambient air quality standard, create objectionable odors or involve the burning of any materials.

5. Biology

The project site is covered by existing buildings and a parking lot. The proposed project would have no effect on plant or animal life on the project site or surrounding area.

6. Geology/Topography

The project would be constructed under supervision of California-licensed structural and geotechnical engineers and would comply with all applicable seismic and life safety standards.

7. Water

The site is currently covered with an impervious surface and contains no surface water. Alterations to drainage patterns would not occur due to construction of the proposed project and therefore, will not be discussed in the EIR.

8. Hazards

Impacts on the City's emergency response plan will not be discussed in the EIR because of mitigation measures that would be implemented by the project sponsor to insure coordination with the City's emergency planning activities. The proposed project would not create a potential fire or health hazard and therefore these issues will not be discussed in the EIR.

9. Utilities/Public Services

All utilities and public service could serve the project with existing capabilities.

10. Cultural Resources

No significant subsurface resources are expected to be encountered during construction. Mitigation measures would be incorporated into the project by the sponsor to protect any potential resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS.

Could the project:

	Yes	No	Discussed
1. Require a variance, special authorization, or change to the City Planning Code or Zoning Map?	X		X
*2. Conflict with the Comprehensive Plan of the City and County of San Francisco?	X		X
*3. Conflict with any other adopted environmental plans and goals of the City or Region?		X	X

Special authorization and approvals required by the project will be discussed in the EIR, including:

- Conditional Use authorization for bonus floor area and for parking in addition to that permitted as accessory parking under provisions of the Planning Code
- authorization for closure and use of a portion of Commercial Street as a pedestrian ramp
- authorization for use of publicly owned subsurface space for a vehicular tunnel under Commercial and Sacramento Streets
- authorization for use of publicly owned air space for pedestrian bridges over Battery and Sacramento Streets

In addition, the project would require Discretionary Review; this would be incorporated into the Conditional Use process. Although it does not appear that the project would conflict with the City's Comprehensive Plan, conformity of the project with the Plan will be discussed in the EIR. The project's relationship to the Urban Design element of the Comprehensive Plan will be discussed in the EIR. The project would not conflict with other adopted environmental plans and goals; however, issues related to compatibility with zoning and plans will be discussed in the EIR.

B. ENVIRONMENTAL IMPACTS

	Yes	No	Discussed
1. Land Use. Could the project:			
*a. Disrupt or divide the physical arrangement of an established community?		X	X

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*Derived from State Environmental Guidelines, Appendix G, normally significant impacts.

	Yes	No	Discussed
1. Land Use (cont.)			
b. Have any substantial impact upon the existing character of the vicinity?	X		X

Except for 435 Sacramento, the project site is vacant. Embarcadero Center West would be an interrelated mixed-use development linked by a system of bridges and walkways. Pedestrians would circulate among the three project structures via a common podium level that would bridge Commercial Street and a pedestrian bridge over Sacramento Street. In addition, a pedestrian bridge over Battery Street would link the proposed project with the existing Embarcadero Center development at the retail level of Embarcadero Center One. The Embarcadero Center, located directly east of the project site, consists of four office buildings and a hotel which are connected by a system of pedestrian bridges and walkways. The Embarcadero Center West project proposes to continue this pedestrian circulation system, however, no such system currently exists on the project site. The effect of the proposed pedestrian bridges on the existing character of the neighborhood will be analyzed in the EIR. The existing land use and the effect the proposed project may have on it will also be discussed in the EIR.

	Yes	No	Discussed
2. Visual Quality. Could the project:			
*a. Have a substantial, demonstrable negative, aesthetic effect?	X		X
b. Substantial degrade or obstruct any scenic view or vista now observed from public areas?	X		X
c. Generate obtrusive light or glare substantially impacting other properties?		X	X

The view down Commercial Street west of the project site from higher elevations is terminated by the 27-foot podium of the existing Embarcadero One structure. Thus, the proposed ramp and podium across Commercial Street would probably not adversely affect the existing view. Views looking west on Sacramento and north and south on Battery Street are of the streetscape. Views looking east on Sacramento terminate at the lower level of the Embarcadero Freeway; the tower of the Ferry Building is visible above the freeway. These issues will be addressed in the EIR. The visual impact on the cityscape, and the urban design impact of the project will also be addressed in the EIR.

The project would use lighting designed to avoid glare and would not use reflective glass; therefore, it would not generate light or glare affecting other properties. This issue requires no further analysis in the EIR.

3. Population. Could the project:

	Yes	No	Discussed
*a. Induce substantial growth or concentration of population?	X		X
*b. Displace a large number of people (involving either housing or employment)?		X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	X		X

Construction of the proposed project would include demolition of a vacant warehouse and adaptive reuse of the old Federal Reserve Bank building. Both structures were vacated by the Federal Reserve Bank when it moved to its new Market Street headquarters. Therefore, displacement would not occur. This issue requires no further analysis and will not be further addressed in the EIR.

Housing demand, employment and growth inducement due to the project will be analyzed in the EIR. The project would not involve demolition or conversion of existing housing and therefore would not reduce the housing supply. This issue will not be further addressed in the EIR.

4. Transportation/Circulation. Could the project:

	Yes	No	Discussed
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	X		X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	X		X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	X		X

	Yes	No	Discussed
4. Transportation/Circulation. (cont.)			
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	X		X

It is not anticipated that the project would substantially interfere with existing transportation systems; however, project and cumulative impacts on traffic and pedestrian circulation, as well as impacts on transit use, underground parking and loading with access under street right-of-ways and the effect of vacating a portion of Commercial Street will be addressed in the EIR.

	Yes	No	Discussed
5. Noise. Could the project:			
*a. Increase substantially the ambient noise levels for adjoining areas?		X	X
b. Violate Title 25 Noise Insulation Standards, if applicable?		X	X
c. Be substantially impacted by existing noise levels?		X	X

The sound levels near the site are typical of those found in downtown San Francisco and are dominated by vehicular traffic. Based upon 24-hour measurements made on Battery Street and elsewhere around the project site, the day/night average noise level (L_{dn})[1] on the project site ranges from about 66 dBA[2] for a portion of the site facing Commercial Street to a maximum of 73 dBA for the buildings fronting on Battery and Sansome Streets. A copy of the noise measurements survey is available for review at the Department of City Planning Office of Environmental Review located at 450 McAllister Street, San Francisco.

The California Administrative Code, Title 25 Noise Insulation Standards apply to all new residential structures, including hotels. The acceptable outdoor noise levels for residential units (hotels are considered residential) was established as a community noise equivalent level (CNEL), equal to 60 dBA. The exterior noise environment of the site exceeds 60 dBA at street level, so the project would require an acoustical analysis to show that the interior hotel CNEL requirement of less than 45 dBA with the windows closed would be met.

The Environmental Protection Element of the San Francisco Comprehensive Plan contains noise guidelines for determining the compatibility of land uses with various noise

environments. For hotel and office uses, the guidelines recommend no special noise control measures in an exterior noise environment of up to a noise level (L_{dn}) of 60 dBA and 70 dBA, respectively. The existing noise levels do not exceed the recommended guideline level for an office building. The project sponsor would construct the project to conform with Title 25 noise insulation standards for hotel units; therefore, ambient noise levels would have no significant effect on the project.

After project completion, project operation would not perceptibly increase noise levels in the project vicinity. Operational noise would be regulated by, and the project would comply with, the San Francisco Noise Ordinance (Part II, Chapter VII, San Francisco Municipal Code). The project would include noise insulation measures contained in the Noise Guidelines of the San Francisco Comprehensive Plan.

Project mechanical equipment noise would be regulated by the San Francisco Noise Ordinance, Section 2909, "Fixed Source Noise Level." In the C-3-0 Use District, the ordinance limits equipment noise levels to 70 dBA between 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. at the receiver's property line. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the site noise environment. As equipment noise levels would be limited to 60 dBA to meet the nightime limit, they would not be perceptible within the sound-level context of the project. Discussion of operational noise will not be included in the EIR.

Project construction would occur over a 36-month period and would involve demolition of one building, a motor security platform and a parking lot, some excavation and erection of the project. These activities would temporarily cause noise levels to exceed those existing in the site vicinity. The project contractor would comply with all requirements of the San Francisco Noise Ordinance, including limiting noise emissions from powered construction equipment to 80 dBA at a distance of 100 ft. The project contractor would muffle and shield intakes and exhausts, shroud or shield impact tools, annd use electric-powered rather than diesel-powered construction equipment, as feasible. Adherence to this limit would ensure that all equipment would cause noise levels at the nearest building to be no greater than present maximum noise levels due to traffic and other mechanical equipment. Impact tools typically do not comply with provisions of Section 2907 of the Noise Ordinance. If it is necessary to use these tools for pile driving, a limitation on the hours of use may be required under the ordinance. Further consideration will be given to this issue in the EIR, including construction noise effects on workers and residents in the site vicinity.

Trucking of construction material to and from the site would not cause a noticeable increase in average noise levels along haul routes because of existing traffic noise levels of about 75 dBA on the street. These noise effects will not be discussed in the EIR.

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[1] L_{dn}, the day/night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, which takes into account the greater annoyance of nighttime noise (noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise).

[2] dBA, a decibel (logarithmic unit of sound energy intensity) that is corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels.

6. Air Quality/Climate Could the project:	Yes	No	Discussed
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	X
*b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	X
c. Permeate its vicinity with objectionable odors?	___	X	X
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	X	___	X

San Francisco's persistent summer winds and its upwind position with respect to major pollutant sources continue to give it possibly the cleanest air in the Bay Area. Despite these advantages, there are periods, usually in fall and winter, when the air becomes stagnant. At these times the entire Bay Area has poor air quality. In 1981 and 1982 the maximum carbon monoxide (CO) concentrations recorded at the permanent Bay Area Air Quality Management District monitoring station at 900 23rd Street (about two miles south of the site) exceeded the federal CO standard of 9 parts per million (ppm); other measured pollutants were all below the standards.[1, 2] The state Air Quality standards for total

suspended particulates (TSP) was exceeded in San Francisco for one day (one violation) in 1981 and three days (three violations) in 1982. Since elevated concentrations of TSP tend to be a local phenomenon, the concentrations measured at the monitoring station at 900 23rd Street would not necessarily be representative of TSP concetrations in the project vicinity.

In addition, a special monitoring program called a "Hotspot" program was conducted at 100 Harrison Street during the winter of 1980-81 approximately several blocks southeast of the proposed project. The highest observed eight-hour average carbon monoxide (CO) concentration was 7.8 ppm, which is 1.2 ppm less than the applicable air quality standard of 9 ppm.[3]

Two types of air quality impacts could be expected from this project: short-term impacts from construction activity, and long-term impacts related to use and operation of the structure. Climatic condition in downtown San Francisco allow rapid dispersal of air pollutants, so local stationary sources of emissions rarely create a measurable impact at monitoring stations. Rather, their impact is to add to regional accumulations of pollutants. Thus, the project would probably not result in direct violation of any ambient air quality standard, although it would contribute cumulatively to such excesses. The cumulative effects of this and other proposed projects in the project area will be discussed in the project EIR.

Construction activities would generate pollutants in the project vicinity. Trucks and equipment would release exhaust that would affect neighboring buildings during construction hours. Site preparation and construction activities would generate suspended particulate matter. Although emission factors upon which to base estimates of the resulting atmospheric concentrations of particulates are not available, violations of the state 24-hour TSP standard may result during site preparation and foundation construction but would not be expected to cause violations to sensitive receptors. Ambient concentrations of these pollutants would be increased for the duration of the construction period, however, no increases in measured concentrations at the 23rd Street monitoring station are expected to occur.

The project sponsor has agreed to the mitigation measure listed on pages 28; therefore, construction air quality impacts will not be discussed in the project EIR.

On the local scale, CO is the predominant pollutant emitted by motor vehicles. The project would act as a source of atmospheric emissions because of the vehicular traffic it would generate and this issue will require further analysis in the EIR.

Air quality impacts due to project-generated traffic and cumulative development, cumulative and project-related shadow and localized wind impacts will be discussed in the EIR.

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[1] Bay Area Air Quality Management District, Air Currents, Vol. 25, No. 3, San Francisco, California, March 1982.

[2] Bay Area Air Quality Management District, Air Currents, Vol. 24, No. 3, San Francisco, California, March 1981.

[3] Association of Bay Area Governments, AQMP Tech Memo 40, "Results of the 1980/1981 Hotspot Monitoring Program for Carbon Monoxide", Berkeley, California, January 1982.

		Yes	No	Discussed
7.	Utilities/Public Services. Could the project:			
*a.	Breach published national, state or local standards relating to solid waste or litter control?		X	X
*b.	Extend a sewer trunk line with capacity to serve new development?		X	X
c.	Substantially increase demand for schools, recreation or other public facilities?		X	X
d.	Require major expansion of power, water, or communications facilities?		X	X

The proposed project would incorporate more extensive fire protection measures than the existing buildings on-site because of the more stringent fire and building code standards now in effect. The high pressure water mains and hydrants in the area are adequate to serve the area. No increase of personnel or equipment would be required due to this project or increased growth in the area.[1]

The proposed project is within the Central Police District. The area is patrolled 24-hours a day by radio-dispatched patrol cars. The project would increase population and property on the site, which would increase the potential for crime. The construction of a new project would not cause the need for additional police resources.[2]

A reduction in enrollment has been experienced in San Francisco public schools. The school district could accommodate any increase in school-aged children generated by the project.[3]

Embarcadero Center West would include approximately 37,500 gsf of publicly accessible open space and would be connected to the Embarcadero Center, and in close proximity to Justin Hermon Park. The project would not generate excessive demand on urban parks or other recreational facilities in the City. The project is not expected to have any direct effect on the maintenance of public facilities.

There would be a net increase in the consumption of energy generated by the proposed project. The project would conform to state standards (Title 24 of California Administrative Code).

The project would result in increased use of communication systems. Pacific Telephone does not anticipate any difficulty in providing service to the site.[4]

The development would result in an net increase of water consumption at the site. There are eight-inch mains on Clay, Sansome and Battery Streets and a six-inch main in Sacramento Street. The water department does not anticipate difficulty in serving the project.[5]

The amount of wastewater generated by the project would be about the same as the water consumed. There are mains in Sansome, Battery, Commercial, Clay and Sacramento which have adequate capacity to handle the sanitary flows generated by the project.[6] Sewage flows from the project would be treated at the Northpoint Treatment Center.

The proposed project would generate about 7 tons of solid waste per work day. The Golden Gate Disposal Company would remove solid waste and does not anticipate problems in meeting the demands generated by the proposed project. The disposal company encourages the use of trash compactors to reduce the indirect traffic impact of

transporting San Francisco's solid waste to Mountain View (beginning November 1, 1983, waste will be brought to a site in Altamont, Alameda County).[7]

All utilities and public services could serve the project with existing capabilities and this topic does not require further discussion in the EIR.

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[1] Edward J. Phipps, Assistant Chief, Support Services, San Francisco Fire Department, letter communication, June 14, 1983.

[2] Hal Waterman, Planning and Research, San Francisco Police Department, telephone communication, June 30, 1983.

[3] San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pages 28 and 29.

[4] P.H. Hampton, Building Industry Consultant, Pacific Telephone, telephone communication, July 19, 1983.

[5] Cy Wentworth, Water Estimator, San Francisco Water Department, City Distribution Division, telephone communication, July 19, 1983.

[6] Nat Lee, Engineering Associate II, Bureau of Sanitary Engineering, telephone communication, July 19, 1983.

[7] Fiore Garbarino, Manager, Golden Gate Disposal Company, telephone communication, July 19, 1983.

8. Biology. Could the project:	Yes	No	Discussed
*a. Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	___	X	X
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	X
c. Require removal of substantial numbers of mature, scenic trees?	___	X	X

The project site is totally covered over. With the exception of potted trees in place along the sidewalks bordering Parcels 2 and 3, no significant plants or animals exist on the

project site. This matter does not require further discussion in the EIR. Landscaping and related development proposed with the project will be discussed in the EIR.

	Yes	No	Discussed
9. Geology/Topography Could the project:			
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	___	X	X

The proposed project site is essentially level, at approximately Elevation +2 feet, San Francisco Datum (SFD).[1] According to a Geotechnical Study[2] of Embarcadero Center, adjacent to the project site, the underlying sediments consists of 22 feet of artifical fill and native sand overlying 20 feet of soft clay (Younger Bay Mud). These materials are underlain by 26 feet of dense sand, 22 feet of stiff clay (Older Bay Mud), and a thick layer of dense to very dense sand which extends to bedrock at approximately 155 to 167 feet below the site. Groundwater occurs about 10 feet below the existing ground surface.

Excavation would occur to a maximum of 70 feet. The foundation for the two high-rise buildings would either be a rigid mat or driven piles. Determination of the foundation type would be made by the project sponsors after additional geotechnical investigation.

The site area would experience very strong to violent groundshaking during a major earthquake along any of the five active fault zones which surround the City.[3] The site is in an area of potential liquefaction hazard.[3] Since all existing fill would be removed from the site during excavation for the basement levels and foundation, the potential for liquefaction would be reduced, so that this hazard would not be expected to occur.

The project would be constructed under supervision of California-licensed structural and geotechnical engineers and would comply with all applicable seismic and life safety standards.

Topography, soils, geology and seismicity require no further analysis in the EIR; however, potential impacts due to excavation at the project site will be discussed.

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[1] San Francisco Datum is approximately 8.6 feet above mean sea level.

[2] E.A. Miller, C.E. 72089, R.T. Lawson, C.E. 9775, Harding-Miller-Lawson & Associates, Phase 1, Foundation Investigation -Block 230, Embarcadero Center Project, San Francisco, October 1967, page 5.

[3] URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, San Francisco, June 1974, Figures 3 and 5.

10. Water. Could the project:	Yes	No	Discussed
*a. Substantially degrade water quality, or contaminate a public water supply?		X	X
*b. Substantially degrade or deplete ground water resources, or interfere substantially with groundwater recharge?		X	X
*c. Cause substantial flooding, erosion or siltation?		X	X

There is no surface water at the site. The site is currently covered with an impervious surface. The proposed project would not alter this situation. Runoff would continue to drain into the combined City storm/sewer system. Section 2903.1 of the San Francisco Building Code requires that the construction site be maintained so that it does not create or constitute a hazard. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that silt would not be washed into the storm drains and dust would be removed.

Excavation would require dewatering. A California-licensed engineer would monitor this phase of construction. The project sponsor would follow recommendations of the geotechnical study prepared by a California-licensed engineer. These matters require no further discussion in the EIR.

11. Energy/Natural Resources. Could the project:	Yes	No	Discussed
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X

	Yes	No	Discussed
11. Energy/Natural Resources. (cont.)			
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	X

There are no known natural resources (e.g. oil, minerals, potable groundwater) on the site. This issue requires no further analysis and will not be further addressed in the EIR. Project-generated and cumulative energy consumption impacts will be discussed in the EIR.

	Yes	No	Discussed
12. Hazards. Could the project:			
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	
*b. Interfere with emergency response plans or emergency evacuation plans?		X	X
c. Create a potentially substantial fire hazard?		X	X

An evacuation and emergency response plan would be developed as part of the proposed project (see D. Mitigation Measures, page 25). The project's emergency plan would be coordinated with the City's emergency planning activities. This issue will not be discussed in the EIR.

The project would increase building area and the number of persons using the site. This would not substantially increase the fire hazard at the site as the project would incorporate extensive fire protection measures and would conform to the Life Safety provisions of the San Francisco Building Code, and Title 24 of the state Building Code. Therefore, it is not anticipated that the project would create a substantial fire hazard and this issue will not be discussed in the EIR.

13. Cultural. Could the project:

	Yes	No	Discussed
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?		X	X
*b. Conflict with established recreational, educational, religious or scientific uses of the area?		X	
c. Conflict with preservation of any buildings of City landmark quality?		X	X

Historically, the project site was once within San Francisco Bay. Wharves are known to have existed along the east-west streets in the area. The remains of the storeship Apollo were uncovered and removed at Sacramento and Battery Streets during excavation in 1925.[1] The California Archaelogical Inventory does not expect encountering of archaelogical materials to occur during excavation.[2] The project sponsor has included a mitigation measure addressing this potential impact (see D. Mitigation Measures, page 25).

The project site contains two structures of potential architectural or historical significance. Both the Federal Reserve Bank building and the 241 Battery Street building are included in the list of architecturally and/or historically significant buildings adopted by City Planning Commission Resolution No. 8600. Neither building was rated in the architectural survey done by the Department of City Planning. The Federal Reserve Bank building is rated "B"[3] by the Foundation for San Francisco's Architectural Heritage (Heritage), has been designated as a San Francisco City landmark and has been declared eligible for listing in the National Register of Historic Places. The project would include preservation and adaptive reuse of this building.

The 241 Battery Street building has been rated "B" by Heritage but has been determined ineligible for listing in the National Register of Historic Places. This building would be demolished in conjuction with the proposed project.

The project's impacts on architectural resources will be discussed in the EIR.

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[1] Olmsted. Roger R, Nancy Olmsled and Allen Pastron, San Francisco Waterfront Report on Historical Cultural Resources for the North Shore and Channel Outfalls Consolidation Projet. prepared for San Francisco Wastewater Management Program, December 1977.

[2] Maureen Steiner, California Archaelogical Inventory, Sonoma State University, telephone conversation July 20, 1983.

[3] A "B" rating as defined by Heritage in Splendid Survivors (published by California Living Books, 1979) indicates buildings of major importance which are "individually important by virtue of architectural, historical and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristic."

C. OTHER

	Yes	No	Discussed
Require approval of permits from City Departments other than DCP or BBI, or from Reigonal, State or Federal Agencies?	X		X

See Section III.A., Compatibility with Existing Zoning and Plans, page 11 for a discussion of required approvals for the project.

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1. If any significant effects have been identified, are there ways to mitigate them?	X			X
2. Are all mitigation measures identified above included in the project?	X			X

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures and other measures which would be, or might be, adopted to reduce the potential adverse effects of the project as identified in the EIR.

1. An evacuation and emergency response plan would be developed by project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency.

The project plan would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance by the Department of Public Works of final building permits.

2. Should evidence of cultural or historic artifacts of significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified. The project sponsor would select an archaeologist or other expert to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, could be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

3. The California Health and Safety Code requires that measures be taken to minimize dust generation, specifically, watering of demolition materials and soils. The project sponsor would require the contractor to implement a twice-daily watering program, which would reduce the likelihood of airborne construction dust and particulates exceeding state and federal standards. An effective watering program (complete coverage twice-daily) can reduce emissions by about 50%. Adjacent streets would be mechanically swept by the demolition and excavation contractors so that silt would not be washed into the storm drains and dust would be removed.

E. ALTERNATIVES

	Yes	No	Discussed
1. Were alternatives considered?	X		X

Several alternatives to the proposed project will be discussed in the EIR, including:

- No Project Alternative
- Alternative Design Requiring No Special Authorizations
- Alternative Consistent With Controls Proposed In Guiding Downtown Development (July 1982)
- Alternative Consistent With Controls Proposed In the Downtown Plan (August 1983)
- Alternative Design With No On-Site Parking Except As Required by the Planning Code

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Disc.
*1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?		X	
*2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
*3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X		X
*4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?		X	
*5.	Is there a serious public controversy concerning the possible environmental effect of the project?		X	

The project could contribute to the cumulative effects of downtown development, and these matters will be discussed in the EIR.

On the basis of this initial evaluation:

___ I find the proposed COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Alec S. Bash

Alec S. Bash
Environmental
Review Officer

for

Dean Macris
Director

Date: 8/31/83

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STATE AND FEDERAL AGENCIES

General Project Section
Air Resources Board

REGIONAL AGENCIES

Association of Bay Area Governments

Bay Area Air Quality Management District

California Arch. Site Inventory Regional Office

Caltrans-Bus. & Trans. Agency

Caltrans-Public Trans. Board

Metropolitan Transportation Commission

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Public Utilities Commission

Bureau of Bldg. Inspection

San Francisco Committee for Utility Liaison on Construction and Other Projects (CULCOP)

Economic Development Council

Muni Planning Division

Public Utilities Commission
Energy Conservation

Public Works Dept.

San Francisco Fire Dept.

San Francisco Real Estate Dept.

San Francisco Water Department

MEDIA

San Francisco Bay Guardian

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

Tenderloin Times

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Government Documents Section

GROUPS & INDIVIDUALS

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Bay Area Council

Bendix Environmental Research, Inc.

Mrs. G. Bland Platt

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Environmental Simulation Laboratory

Brobeck, Phleger, Harrison

Michael Buck

Bldg. Owners & Management

GROUPS & INDIVIDUALS (continued)

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Dale Carlson

Commercial News Publishing Co.

Consumer Action

Joseph Cortiz

Cushman Wakefield

DKS Associates

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Downtown Association

Downtown Senior Social Services

Blayney-Dyett

ESA

Environmental Protection Agency

Sierra Club

Heritage

Friends of the Earth

Aspen Group West

Gruen,Gruen+Associates

Donald Head & Associates

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San Francisco Beautiful

Paula Lamb

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GROUPS & INDIVIDUALS (continued)

Legal Assistance to the Elderly

Lincoln Property Co.

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Robert Meyers Associates

Charles Hall Page & Associates

Pillsbury, Madison & Sutro

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David P. Rhoades

San Franciscans for Reasonable Growth

John Sanger & Associates

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San Francisco Forward

San Francisco Junior Chamber of Commerce

San Francisco Labor Council

San Francisco Planning & Urban Research Association

San Francisco Visitors & Convention Bureau

San Francisco Building Trades Council

Appraisal Consultants

Tenants and Owners Development Corporation

Timothy Tosta

San Francisco Tomorrow

Steven Weicker